

learn where true happiness is placed, where all our cares must end, and what little reason I have to repine or complain.

## THE POLYNESIAN.

SATURDAY, NOV. 7, 1840.

O le Sauniga o le Faatau, na osi e Alii o le Atu Samoa i upu sauni i la latou Fono, o le aso 5 o Novemepa, 1839.

### I.

O le au Konsula papalagi uma lava na tofia, ma talia i Samoa nei, ia malu ma ia aga lelei i ai, a i lo latou tino ma latou oloa; ma papalagi uma lava ua nonofo ma le foto o le malo, pe afai latou te anaana i tula fono, ia malu uma ia i le malo.

### II.

O vaa papalagi uma lava, ia talia ia i totou o ava, ma taulaga i Samoa nei, ona o le sauni mea e ai ma le faatau, ia malu foi i le malo o latou Alii ma le au vaa atoa uma, pe afai latou te anaana i nei tula fono, ma fai le amio lelei.

### III.

Ia malu lava vaa papalagi uma lava ma ia taulaga e le Konsula le au na totou, o le Konsula lava o le nuu ai ai le vaa; na te ava tu foi se totogi, poo sina fasi o le au na totou ia tei latou na fesoasoani, ina tasi o le oia; e le tatou lava ona tu ai pea i se tagata le oia. Ma le oia foi o le papalagi ua oti, ia tuu ina ane i le Konsula o le nuu na sau ai i ena oti.

### IV.

O le tagata ua na fasi le papalagi, ia vave ia ona tuu ina tu i le Alii o se vaa o le nuu e ona le papalagi na fasi, pea fai mai i ai lona manao.

### V.

O vaa uma lava, aua nei ava ne i ai ni vai poo ni mea e ai, seia muai ona totogi mai ia tala e lima. I mea uma e tuu ai taula, ia totogi mai ai ia tala e lima: o le totogi lea i le taulaga ma le vai; ese le totogi i le fafie. Aua foi nei tuu vaa i le taulaga seia muai ona totogi mai ia tala e fitu i le taitai vaa, i le faiofi i uta ma le taitai i tai. Aua nei tofia se taitai vaa, na o tagata e manao i ai le au Konsula.

### VI.

Aua nei fai se galuega i uta, poo e se Samoa i se vaa, i le aso sa. Afai ae faapea, ona totogi lea o tala e sefulu; na o se mea e tupu e lemafi ai ona tuu o le galuega, ona le totogi lea.

### VII.

Aua nei faatau se ava papalagi e onai, aua foi nei ave ai i uta, nei taula o tala e lua sefulu ma le lima. Aua foi le toe la'u ifo lea ava ni mea i uta. Afai foi e maua i uta se ava papalagi e onai, ona faoa lea lea ava ina ia lafoa'i.

### VIII.

O ua vaa uma e sosola i uta, ia taofia i latou ma toe ava ne, ona taula lea le tagata na te pu'e atu ia teia o tala e lima, ma tala e tolu i le Alii ona le faua ua pu'e atu ai. E maua le totogi nei pe a fuu ina tu i le Alii o le vaa. Afai foi e le mafai le Alii o se vaa ona talia lona ua sola, ona totogi mai lea ia tala e lua sefulu ma le lima. A maua tagata ua sola, ina ua folau atu le vaa, ia tuu ina tu i le Konsula, ona faitalia lea i ai. O le tagata foi na te ole i so le au vaa ia sola, ma tagata o e nana ma fesoasoani i ai, ona totogi mai lea ia tala e lima, poo le galuega mamafa i ala tele ona teu.

### IX.

Aua nei tuu i uta se tagata mai lona vaa, pea le finagalo i ai le malo, nei totogi ia ia tala e lua sefulu ma le lima. Aua foi nei alu i uta ma nofo ai i Samoa nei, seia mafai ai le malo. Afai e alu i uta se tasi faapea, ia ave ese ia i le uluai togafiti.

### X.

Pe afai e tuu i uta se tagata mai mai se vaa papalagi seia toe malolo, ia tuu atu ia i le Konsula, na te ave ane le totogi, ma ia taula ia teia, ina ia toe fau atu ia i le uluai togafiti pe a malolo.

### XI.

Pe afai ae nofo i uta so le au vaa, a sili le itu la papalagi e iva i le po, ia taofia oia seia tae ao, ona ave ai lea i lona vaa ma ava tu le totogi ia tala e lima.

### XII.

O totogi uma lava, e aumai i tupe uamea poo le oloa e tusai, faitalia le malo, faitalia foi le malo pea sui o tala i le galuega i ala

tele, e sui ia tala e lima i le galuega i le masina e tasi.

### XIII.

Pe afai ae le mafai se Alii o se vaa onaa anaana i tula fono nei, ia tasi atu le upu folafola i lona nuu, poo le Konsula o lona nuu ma ia saili mai ai le totogi.

### XIV.

O Alii faamasino ma Alii i oga nuu i le mea e ale ai vaa poo tulula, latou te faamalosia oia fai sauniga ma tula fono i papalagi e o mai i uta ma pupue i latou e sosola. Afai ae le faapea ona latou faia lea, o le totogi e tuu ina tu e le malo.

### XV.

Ina ia itu nei sauniga ma tula fono, ia potopoto ia o Alii ma tula fale o lo latou lava oga nuu, ona filifili lea se tasi i totou ia i latou e fai ma Alii leoleo poo Alii faamasino na te faia nei tula fono.

### XVI.

Ia lomis nei tula fono, ma ia faasalalau ina, ia ava tu foi se tasi tasi i le Alii o vaa uma e onai i noi nuu.

Commercial Regulations, made by the principal chiefs of the Samoa Group of Islands, after full consideration in Council on the fifth day of November, 1839. Printed at the Samoa Group of Islands, A.DCCC.XL.

### I.

All Consuls duly appointed, and received in Samoa, shall be protected both in their persons and property, and all foreigners obtaining the consent of the Government, and conforming to the laws, shall receive the protection of the Government.

### II.

All foreign vessels shall be received into the ports and harbours of Samoa, for the purpose of obtaining supplies, and for commerce; and with their officers and crews, so long as they shall comply with these regulations, and behave themselves peaceably, shall receive the protection of the Government.

### III.

The fullest protection shall be given to all foreign ships, and vessels, which may be wrecked; and any property saved shall be taken possession of by the Consul of the country to which the vessel belongs; who will allow a salvage, or portion of the property so saved, to those who may aid in saving, and protecting the same; and no embezzlement will be permitted under any circumstances whatever. The effects of all persons deceased shall be given up to the Consul of the nation to which they may have belonged.

### IV.

Any person guilty of the crime of murder, upon any foreigner, shall be given up without delay to the commander of any public vessel of the nation to which the deceased may have belonged, upon his demanding the same.

### V.

Every vessel shall pay a port charge of five dollars, for anchorage and water, before she will be allowed to receive refreshments on board; and shall pay for pilotage in and out, the sum of seven dollars, before she leaves the harbour: and pilots shall be appointed subject to the approval of the Consuls.

### VI.

No work shall be done on shore, nor shall any natives be employed on board vessels on the Sabbath Day, under a penalty of ten dollars, unless under circumstances of absolute necessity.

### VII.

All trading in spirituous liquors, or landing the same is strictly forbidden. Any person offending shall pay a fine of twenty-five dollars; and the vessel to which he belongs shall receive no more refreshments. Any spirituous liquors found on shore will be seized and destroyed.

### VIII.

All deserters from vessels will be apprehended, and a reward paid of five dollars to the person who apprehends him; and three dollars to the chief of the district in which he may be apprehended, shall be paid on his delivery to the proper officer of the vessel. No master shall refuse to receive such deserter under a penalty of twenty-five dollars. Deserters taken after the vessel has sailed, shall be delivered up to the Consul, to be dealt with as he may think fit. Any

person who entices another to desert, or in any way assists him, shall be subject to a penalty of five dollars, or one month hard labor on the public roads.

### IX.

No master shall land a passenger without permission of the Government, under a penalty of twenty-five dollars, and no individual shall be permitted to land or reside on the Samoa Group of Islands without the special permission of the Government. Any one so landing shall be compelled to leave by the first opportunity.

### X.

If a sick person be left on shore from any vessel for the recovery of his health he shall be placed under charge of the Consul, who shall be responsible for his sick expenses and will send him away by the first opportunity after his recovery.

### XI.

Any seaman remaining on shore after 9 o'clock at night shall be made a prisoner until the next morning when he shall be sent on board, and shall pay a penalty of five dollars.

### XII.

All fines to be paid in specie or its equivalent, or be commuted by the Government at the rate of one month's hard labor on the public road for five dollars.

### XIII.

Should the master of any vessel refuse to comply with any of these regulations, a statement of the case shall be furnished to the nation or the Consul of the nation to which he belongs, and redress sought from thence.

### XIV.

All Magistrates or chiefs of districts where vessels or boats may visit, shall enforce the rules and regulations relative to the landing of foreigners, and apprehension of deserters, or pay such a fine as the Malo shall impose.

### XV.

For carrying into effect the foregoing rules and regulations the chiefs and tula fale of the respective districts shall meet and elect one of their number to act as Magistrate or Judge, to execute the laws.

### XVI.

These regulations shall be printed, promulgated, and a copy furnished to the master of each vessel visiting these Islands.

Similar same Regulations were adopted by the Fiji Chiefs, omitting the 6th, 9th, 10th, 12th, and 15th Articles—and signed by the following chiefs.

his  
mark  
KO ~~X~~ TANOA.

his  
mark  
KO ~~X~~ TUIDREKETI.

(PHILIPS) his  
mark  
KO ~~X~~ COKANAUTO.

his  
mark  
KO ~~X~~ NAVUNIVALU.

his  
mark  
KO ~~X~~ KOROITUISAVAU.

his  
mark  
KO ~~X~~ QARANIQIO.

his  
mark  
KO ~~X~~ MATANABABA.

his  
mark  
KO ~~X~~ VEIBALIYAKI.

his  
mark  
KO ~~X~~ LIGALEVU.

his  
mark  
KO ~~X~~ KALAI.

his  
mark  
KO ~~X~~ VAKACOKAI.

Done in Council by the Principal Kings and Chiefs of the Fiji Group, this 10th day of June, A. D., 1840.

The foregoing rules and regulations having been signed by the King and Chiefs in my presence, and submitted to me, I consider them just and proper, and shall forward to the American government a Copy of the same for the information of all Masters of Vessels visiting the Fiji group of Islands.

CHARLES WILKES,  
Commanding U. States  
Exploring Expedition.  
United States Ship Vincennes,  
Harbor of Bau, June 10, 1840.

In presence of

WILLIAM L. HUDSON,  
Commanding U. S. Ship Peacock.  
CADR. RINGGOLD,  
Commanding U. S. Brig Porpoise.  
R. R. WALDRON, U. States' Navy.  
B. VANDERFORD, Pilot.

The above regulations were adopted, at the suggestion of Capt. C. Wilkes, of the United States Exploring Expedition, both by the Samoa and Fiji chiefs, as the basis of their intercourse with other nations. They appear to be well calculated to enforce the sovereignty of the respective parties, and faithfully executed, to preserve good order, and secure the best interest, of the natives. In opening an intercourse with a semi-barbarous people, it is all important that they should be fully impressed with the determination of civilized countries, to recognise their rights, and to assist them in the execution of the same, provided they do not infringe upon those of others. Most of the difficulties arising between these governments, and the citizens of powerful countries, are mainly to be attributed to ignorance on one side, and to a want of forbearance on the other. Nothing tends more powerfully to instruct and gain the confidence of the former and to ensure protection to the interests of the latter, than negotiations entered into upon the principles of reciprocity. Let weak nations see that the powerful, demand not more than they are ready to grant, and their intercourse be regulated by the common desire of justice, which obtains between man and man; and a better order of things would soon prevail and the superiority of civilization, by being seen divested of mere selfish views, would secure a more beneficial, and extended influence. Such seems to be the spirit of the regulations before us. They are without doubt fully adapted to the situation of the people for whom they were drawn up, but would be inert, in case of more frequent intercourse and complicated relations with other governments.

Art. VII, prohibits ardent spirits. While this law can be enforced, it will be of the utmost advantage to the Islands. To use a vulgar adage, "an ounce of prevention is worth a pound of cure." There are few if any of the present age, who will advocate the introduction of ardent spirits into a country, upon other grounds than that of sensual indulgence and pecuniary interest. All allow that it is the forerunner of misery and crime. The more savage the nation, the greater the evils arising from it, as the passions are less under the control of reason and moral suasion. But laws to be respected, need to be vigorously and impartially enforced. When this is impracticable, a license ensues frequently far more dangerous, than the evils which they were intended to correct. When ardent spirits can be kept out of a country, it would be a species of national suicide to admit them. Of course supposing the usual results to follow. But there are but few cases when it can be done. In a young nation, unaccustomed to their use, and which from never being tempted, has not acquired a taste for them, it may and should be prevented. But when a people have gained the desire, no laws however severe can prevent its gratification; especially if a large profit is derived from the sale. China with all the force of a concentrated despotism, cannot prevent the smuggling of opium, neither England with her small extent of territory, and great resources, stop the introduction of inhibited goods into her coast. It is an axiom of one of her statesmen that smuggling cannot be prevented when the profits exceed 33 1-3 per cent. No better proof of the truth of this need be given, than the still increasing slave trade. Thousands yearly rush into it, though declared to be piracy, and those engaged in it frequently captured and punished with the utmost rigor of the law. Let no one suppose by these examples, that we would arrest for a moment any measures calculated to diminish the ravages